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LIMITED.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to the Editor.  
Correspondents should forward their names and addresses, with communication addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press—A.B.C. Code.  
P.O. Box, 33. Telephone No. 12.

## BIRTH.

On the 18th March, 1931, at No. 11, Miller Road, Shanghai, the wife of WILLIAM ALLENSON, of a son.

## DEATH.

At Wampoa, New Zealand, on the 30th December, 1930, after a few days' illness, GEORGE WILLIAM COLLINS, formerly of Tientsin.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 20th March, 1931

Mr. Balfour has informed the House of Commons that H.M.S. *Plover* in searching for Chinese pirates in the Gulf of Pechili, which brought about a collision between the British and Russian naval authorities, was acting in accordance with Article 52 of the Tientsin Treaty of 1858. This article is as follows:—"British ships of war, engaged in the pursuit of pirates, shall be at liberty to visit all ports within the dominions of the Emperor of China, and shall receive every facility for the purchase of provisions, procuring water, and, if occasion require, for the making of repairs. The commanders of such ships shall hold intercourse with the Chinese authorities 'on terms of equality and courtesy.' The question at issue resolves itself therefore in the establishment by the Russian Government of the claim that these islands were included in the interpretation of the clauses of the Port Arthur and Tientsin Agreement of 1898, which refers to the extent of Russia's 'lease' of China. The *Novaya Vremya* at the two groups have been admitted by Russia since the conclusion of the A. S. agent. If this is so, the question arises, how is it that it has escaped the notice of British officers in North Chinese waters. If the St. Petersburg Government can establish as a fact that the two groups of islands were publicly included in the territory leased by China to Russia in 1898, an answer to this question

will be awaited with interest. It is quite certain that the general public knew nothing whatever of this claim of Russia, and no English translation of any document bearing on the subject has ever been seen. The British Government can hardly have known that the Elliot and Blonde Islands belonged to Russia and yet concealed the fact carefully for three years. It still seems probable that this claim is merely the piece of "bluff" which it was at first thought to be. The Government of the Tsar has not yet communicated with London in the matter, so that we cannot as yet tell whether Russia will officially maintain the position assigned to her by the St. Petersburg papers. Whether she does or does not, it is full time that an exact definition of the extent of her rights in China should be arrived at once and for all.

The German gunboat *Jaquar* arrived from Canton yesterday.

Preparations were being made in Peking at the beginning of this month for assault-arms open to all troops of the British Contingent. A Committee of ten officers was formed to arrange details.

During the 24 hours preceding noon yesterday there were reported two fresh cases of plague and five deaths; and one fresh case of small-pox and two deaths. All these cases and deaths were Chinese.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Collected at Taikeo Sports .....\$17

Colonel The O'Gorman leaves for Shanghai by the N.D.L.S. *König Albert*, which arrived here yesterday. He will make an inspection of the Shanghai Volunteer Corps and will return to Hongkong early in April.

Mr. H. E. Pollock K.C., the Honorary Treasurer of the Seamen's Church and Mission Fund, acknowledges with thanks the receipt of a donation from the Hon. Y. M. Goodman of \$20. Mr. Pollock will be glad to receive further donations.

The return of the number of cases of communicable disease in the colony last week shows that there were 14 cases of plague (11 in Victoria, with 11 deaths; and 3 cases of small-pox (12 in Victoria, 3 in the Harbour, with 4 deaths). The small-pox cases were divided as follows:—6 Europeans, 2 West Indians, 7 Chinese.

A Government notification was issued yesterday to the following effect:—"It is directed by His Excellency the Governor that public attention should be drawn to the fact that the disease of small-pox is prevalent in the colony of Hongkong, and that all persons can be vaccinated free of cost at the Government Civil Hospital, Tung Wa Hospital, Alice Memorial Hospital, and the Netherdale Hospital."

The *Echo de Chine* announces that a French steam navigation company is contemplating the establishment of a line of steamers from Hamburg, via Bordeaux, Pauillac, and Marseilles, to Hankow without transhipment. Commenting on this, the *N.C. Daily News* presumes this enterprising company will set to work at once to dredge the Yangtze, so that its steamers may be able to get up to Hankow all the year round, or that the steamers are only to run in the summer months.

There appears to be a small-pox scare at Newchwang also. According to Chinese newspaper the Russians there have recently taken alarm at the spread of the disease in the villages to the east of Newchwang. They have accordingly issued a proclamation, telling the people what measures they have taken to cope with the dangers to Newchwang from this source. Two free vaccination stations have been opened. Those whose vaccination is seven years old are recommended to be re-vaccinated, and finally the people are exhorted not to clothe to old notions, but for the sake of themselves and their children go at once and be vaccinated.

The P. & T. Times says that some particularly vile and malicious pamphlets have just come to light which have been recently compiled and are being industriously and secretly published in Tientsin City right under the nose of the Provisional Government. The booklets are all in verse and refer to foreigners throughout as "devils" and bring precisely those wild charges against foreigners that are most likely to inflame the ignorant minds of the masses. The notice of the authorities is being called to these publications, and out contemporary hopes they will not be merely dismissed as too wildly foolish to be treated seriously, as it is owing to the unchecked circulation of just such "rubbish" that the present trouble is largely due.

The Dallas Company repeated *The Belle of New York* last night with gratifying success. Encores were numerous and all taking part acquitted themselves well. Miss Madge Grey was accorded an enthusiastic reception. She is a great favourite, and we were glad to see the lovely welcome her admirers extended to her, and the fitting manner in which her efforts were received, although the part she took in the piece did not allow much scope for her histrionic abilities as we have seen them in other high-class productions, but her performance was most excellent and her appearance charming. Her toilettes were extremely tasteful, and were much admired particularly by the ladies present. We hope soon to see Miss Madge Grey in a much more important part.

Mr. John Goodnow, Consul-General for the United States, who has been home on a short visit, was expected back in Shanghai on Monday by the *Nippon Maru*.

The Shanghai *New Press* hears that Mr. Pritchard Morgan's mining rights in Corea have been purchased by a British syndicate, organised by Messrs Jardine, Matheson & Co. We cannot discover any authority for this statement from enquiries made here.

The final round for the Challenge Cup presented by Mr. H. E. Pollock, K.C., to the Hongkong Chess Club will be contested between Colonel The O'Gorman and Mr. P. W. Sergeant (holder). The tie will be played off after Colonel The O'Gorman's return from Shanghai.

Captain Arthur Blount Cuthbert Williams, Commissariat Officer, China Expeditionary Force, has been promoted to the rank of Major. He served in the Chitral Relief Force under Sir Robert Low in 1895 as Brigade Commissariat Officer, 3rd Brigade, was mentioned in despatches, and received the medal with clasp. Major Williams has just completed his twentieth year of service.

News of an alarmist character is published by several Japanese papers, to the effect that orders have been issued to 37 Japanese men-of-war to hold themselves in immediate readiness at Kure, Miyajima, Saeki and Takosaki. The presence of a large Russian naval force off the Korean coast nearest to Japan is said to be responsible for the above order.

The *N.C. Daily News* Peking correspondent writes on the 13th inst. that it is laid down as a fixed general principle in the settlement of the indemnities that claims on account of health, of delays, and of loss of prospective profits shall be disallowed. He also states that ninety-six more names have been sent in by the Foreign Ministers, six of them for the death penalty, including some Chinese officials; the rest the Chinese Government is to punish.

A Washington despatch of the 23rd ult. says:—"Concerned at the report of the disaster that had overtaken Consul-General Willman, the State Department addressed a telegram to United States Despatch Agent Copper at San Francisco, asking for such information as might be had. To-day the reply was received:—"San Francisco, February 23.—Rio sank a few minutes after striking: over one hundred missing. Consul-General Willman and family have undoubtedly perished." Seven applications already have been filed at the State Department for the Hongkong consulate.

THE OVERTURNING OF THE  
"CANTON RIVER."ENQUIRY INTO THE DEATHS OF THE  
TWO DIVERS.

An enquiry was held yesterday morning at the Magistracy, before Mr. F. A. Hazledorn, into the circumstances attending the deaths of the two divers, Brodie and Johnson, at the overturning of the dredger *Canton River* on the 2nd inst.

The first witness examined was Mr. James Lennox Houston, partner in the firm of Pritchard, Lowther & Co., who are engaged in certain works in connection with the Naval Yard extension. With reference to the dredger *Canton River*, Mr. Houston said the vessel was formerly owned by his firm, but since the accident had been "surrendered to the underwriters. On the 10th of November, the day of the typhoon, the dredger was moored opposite Murray Pier, and foundered during the storm. At the request of parties interested, witness attempted to raise her, but for want of sufficiently strong tackle the attempt did not succeed. Later, a further attempt was made under the direction and charge of Captain Percy Scott, H.M.S. *Terrible*, and the vessel was successfully uprighted. The next step in the operations was to float her, which was to be done by covering all the apertures in the deck, and having coffer-dams or trunks brought above the level of the water. The after-end of the dredger was pumped out, and she was hauled towards the Praya. The idea was to get her into shallow water and then pump her out entirely. A very heavy purchase from shore was necessary to carry out this plan, as the vessel had to be dragged along the bottom of the harbour. On the 2nd inst., after having carried out some repairs to the coffer-dams, rendered necessary through damage caused a day or so previously by a strong wind and heavy sea, pumping was re-started shortly after mid-day, and the after-end pumped out first. One of the larger pumps was shifted to the fore-end of the vessel, on the port-side. This end was divided fore and aft by bulkheads, a fact which made it difficult to maintain the equilibrium of the vessel, although the running of the pumps was carefully regulated with a view to maintaining that equilibrium. The operations were proceeding to all appearances successfully, and at about half-past five, Captain Scott, who, with witness, had been at work all day, suggested that they should go ashore and have a cup of tea. This they did, and on going ashore examined the tackle, which was in charge of the boatman of the *Terrible*, a most experienced man. The hawsers were found to be strained to their full extent. Almost immediately afterwards the dredger took a slight list, which was gradually increased until she capsized. Witness examined the shore tackle

again after the dredger went over, and found it perfectly rigid, showing that the vessel, in the act of capsizing, was still resting on her port bilge. The divers Johnson and Brodie were in witness's employment, and working under the direction of Mr. Morton, an experienced salvage diver from Shanghai. The divers were on a diving punt, both fully dressed, and the two men had just come up from below, and the other was on the point of going down. The eye-piece of the diving helmet in each case was removed at the time of the accident. The punt capsized, and the two divers, impeded by their cumbersome dress, went down. Immediate steps to rescue them were taken, and Brodie was hauled to the surface within five minutes from the accident. His dress was cut off, and he was attended by Dr. Gibson. Efforts to revive him were not immediately successful, and he was sent on board the *Terrible*, and he died in a few days. Johnson's life-line had parted, and it was found impossible to haul him up in the same way as Brodie. As soon as possible, however, another diving apparatus was procured, and Morton went down and got the body, which was then hauled to the surface. Dr. Gibson, after using restorative measures, pronounced life extinct. Witness had nothing to say as to the cause of the accident except that it was quite possible considering that the vessel was fast aground. The dredger was subdivided into four compartments, and the mode and the maintaining of her equilibrium different, and probably tended to the accident, which would not have happened with an ordinary ship. Witness ascribed the accident to the unstable condition of the dredger, consequent on her structure, under conditions of her being submerged and pumped out.

Dr. Gibson was next called. He stated that he was called to attend at the accident shortly after five o'clock. He found one diver, Brodie, lying in an unconscious condition, and after clearing out his mouth and stomach he proceeded to resuscitate him. These efforts were not successful, however, and Brodie was sent to the *Terrible*. Witness could not certify as to the cause of death, as he had not attended Brodie afterwards. At 8.10 the body of Johnson was brought up. The man was quite dead, the cause of death being drowning.

Lieut. Litchfield, H.M.S. *Terrible*, said he had been in charge of the salvage operations on the dredger since about 20th January. Briefly, his evidence was to the effect that the operations on the dredger consisted of closing numerous breaks and apertures in the deck, and placing five coffer-dams over her principal hatches. Four divers were employed for this purpose. When the work was completed the idea was to partly pump the vessel out and then to drag her over the bottom of the harbour into shallow water. This was arranged for by bringing a forty-ton purchase from the Praya to her stern. On the Thursday preceding the accident the pumps were started, the dredger's engine-room cleared of water, and two compartments forward partly pumped out. The vessel's stern rose, and was hauled round till the dredger was broadside with the Praya. The attempt to raise her had then to be abandoned on account of bad weather. On Saturday, 2nd inst., after certain necessary repairs had been completed, the pumps were again started at about noon. These pumps were 12 in. and 9 in. centrifugal in the engine-room at the Government fire-engine. Six pumps in No. 2 coffer-dam, port side, and a 9 in. centrifugal in No. 2 compartment, starboard side. The stern was cleared of water, the 9 in. pump shifted to No. 2 coffer-dam, port side, and the Government fire-engine sent to the starboard side to replace the 9 in. pump, which had broken down. On examination, the purchase from shore was found to be quite taut, and as no more could be gained on the dredger it was decided to lighten her forward by keeping the pumps there going and allowing the engine-room to fill again slowly, when it was hoped that the purchase would be sufficient to haul the vessel in over the bottom. Everything appeared to be going well, and no danger of her capsizing was anticipated so long as the flat bilge of the dredger remained on the bottom. The divers had just come round in their punt, and had secured it to the dredger inside the fire-engine. They were going down to step a larger haul at the base of No. 2 starboard coffer-dam. Witness was sitting on the top of the coffer-dam, and Johnson was just under water on his diving ladder, when the vessel commenced to list to port. Witness at once shouted to the attendants to call the diver up. Brodie was standing on the punt ready to go down, fully dressed, except that he had his front place off. The vessel went over, so suddenly that the attendants had no time to get the punt clear, and she was capsized, floating bottom up. Johnson, when witness last saw him, had just got into the punt and had his glass removed. Both divers sank to the bottom, Johnson's attendant, Hanson, going with them. The last named rose to the surface, and was picked up with an injured arm. Part of Brodie's air pipe was found floating, and they hauled him to the surface, where his dress was cut off and efforts made to bring him round. Dr. Gibson soon after arrived on the scene and took up the restorative measures, but finding these unavailing ordered Brodie's removal to the *Terrible*. No trace of Johnson's air-pipe or life-line could be found, but his dead body was recovered by a diver about half-an-hour afterwards. Witness could hardly express an opinion as to the cause of the accident, but that the dredger did not leave the bottom he was absolutely certain. The accident was probably caused by the very unstable nature of the vessel due to her peculiar construction.

Dr. Gibson, H.M.S. *Tanar*, gave evidence certifying that Brodie died on the 7th inst. from pneumonia brought on by submersion.

Mr. Hazledorn's finding was to the effect that in the case of Johnson's death was due to drowning, and in that of Brodie to pneumonia brought on by submersion, consequent on the overturning of the dredger. The accident was in his opinion due to the very unstable nature of the vessel, consequent on the construction of a dredger, under conditions of being submerged and pumped out.

THE SUICIDE AT VICTORIA BARRACKS.  
Mr. Hazledorn, who on Monday afternoon opened an enquiry into the circumstances attending the death of Gunner Webster, 23rd Company (Southern Division), Royal Garrison Artillery, who early on the morning of the 8th inst. jumped or fell from a verandah at Victoria Barracks, sustaining injuries to which he succumbed almost immediately, has returned a verdict of suicide whilst of unsound mind.

LATEST STEAMER MOVEMENTS.  
The N. P. steamer *Victoria* sailed from Yokohama for Tacoma on the 19th inst.

The M. G. L. steamer *Königsberg*, from Hamburg, left Singapore for this port on the 19th inst., and may be expected here on or about the 25th inst.

The P. & O. steamer *Canton* left Singapore for this port on the 19th inst. at 6 a.m.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON—18th March, 8.25 p.m.

## THE ELLIOT AND BLONDE INCIDENT.

Mr. Balfour, in reply to a question by Sir Ellis Ashmead Bartlett, stated that it appeared that H.M.S. *Plover*, in searching for pirates in the Gulf of Pechili, acted in accordance with Article 52 of the Tientsin Treaty. No communication had been received from the Russian Government.

## THE TROUBLE AT TIENTSIN.

## QUESTIONS IN THE HOUSE.

On Messrs. Walton and Redmond asking questions about the Tientsin affair, Viscount Cranborne asked that notice should be given of the questions. Mr. Redmond asks why General Barrow's instructions to resist the Russian occupation were not obeyed.

## GENERAL NEWS.

LONDON, 18th March, 8.25 p.m.

## EX-PRESIDENT HARRISON'S FUNERAL.

Ex-President Harrison was buried at Indianapolis, 15,000 people being present. President McKinley attended the funeral services.

## REUTER'S SERVICE.

LONDON, 16th March.

## THE DUKE OF YORK'S VISIT TO AUSTRALIA.

The *Ophir*, with the Duke and Duchess of York, has sailed for Australia.

## GERMANY AND CHINA.

Count von Bülow, speaking in the Reichstag, said that the German troops would be withdrawn from China whenever serious guarantees for the payment of indemnities were received; that the Anglo-German Agreement did not refer to Manchuria, and that there was no question of antagonism between Russia and Germany in China. Count von Bülow said he was ignorant of the position regarding the Manchurian Convention, and that the German fleet remained in China because it guaranteed the execution demands and the correct attitude of the Yangtze Governors.

## BRITISH SOUTH AFRICA.

Peace prospects continue hopeful and the Boers are openly discussing them. The Boers admit a loss of 569 killed and wounded in February. Heavy rains are making General French's transport difficulties enormous.

LONDON, 17th March.

## RUSSIA.

Social unrest in Russia is increasing. The workmen who are on strike have been joined by students at Moscow and barricades have been erected in the streets, and the windows of the Grand Duke Sergius smashed. Cossacks had to intervene. Moscow, Khioff, Kharzoff, and Odessa are in a state of siege.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## DR. HARTIGAN AND THE SANITARY BOARD.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 8th March.

SIR—Will you publish the enclosed and oblige, yours, etc.,

WILLIAM HARTIGAN.

Scarteen, Hongkong, 18th March.

TO THE RATEPAYERS.

Gentlemen,—The resignation of my colleague Mr. McKie gives me the opportunity of also relinquishing my seat on the Sanitary Board without causing unnecessary inconvenience.

I have notified His Excellency to this effect. During the year I have served on the Board as your representative it has been my endeavour to do my duty and to give effect to the expressed wishes of the community.

The many really important subjects which are submitted to the Board demand time and trouble for their due consideration.

I would willingly continue to give both if there was any hope that they would produce practical results, but, in my humble opinion (and I have had a long experience of sanitation in the colony) the Board, as such, can satisfactorily accomplish nothing whatever, unless and until it is made a free agent, with adequate powers, acting directly under the Governor, and solely responsible to His Excellency and the community.—Believe me, yours faithfully,

WILLIAM HARTIGAN.

## SUPREME COURT.

Tuesday, 19th March.

## CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

THE "PATROCLES" MURDER CASE.  
A Mandarman named Louis Araganti, employed as a fireman or stoker on board the British ship *Patroclos*, was charged with the wilful murder of another fireman on board the same ship, named Chui Wah, on the high seas on the 7th February.

The prisoner, for whom the Hon. Dr. Ho Kai appeared, pleaded not guilty. The prisoner spoke Spanish, and Mr. V. A. Salls (clerk and usher) acted as interpreter.

The following composed the jury:—Messrs. Alvin Goocke, H. E. Hammon, A. Jensen, A. M. Phillips, E. Arndt, W. J. Wright, and W. C. Fyfe.

The Attorney-General (the Hon. W. Meigh Goodman, K.C.) said the prisoner stood charged with the wilful murder of a man named Chui Wah on the night of the 7th February. The deceased man appeared to have been employed as a fireman in connection with the engines on board the steamship *Patroclos*. The prisoner was also employed on board the same ship as a fireman or stoker. The *Patroclos* was a British ship and left Singapore on a voyage to Hongkong, arriving in Hongkong harbour on the morning of the 8th February. The tragic event which the jury would have to consider occurred when the ship was on the high seas, some 80 or 90 miles from Hongkong, shortly before midnight on the 7th February. It seemed that shortly before midnight on the 7th February the prisoner was spoken to by one of the firemen on board a man named Chan Chun. He was asked to wheel some coal towards the fore-part of the ship—from the engine-room by a sort of tramway towards the stoke-holds. Naturally they would have some conflicting evidence as to what took place, but the account of the fireman Chan Chun, corroborated by another fireman, amounted shortly to this: Chan Chun told the prisoner to wheel some coal. The prisoner replied: "Don't make a noise," and pushed Chan Chun against a ladder.

The deceased man then came up and told the men not to fight, whereupon the prisoner took out a knife and stabbed him in the left temple, the wound being an inch and a half long and penetrating some four inches inwards. The man died shortly afterwards, and the prisoner was arrested. At the Magistracy he made a statement to the effect that he was struck before he used his knife. If one man took the life of another it was presumed to be murder, and some justification could be brought forward. More provocative language was not sufficient to reduce murder to manslaughter; but undoubtedly if two men quarrelled and one struck the other violently so that the man struck lost his temper and he killed the other man in anger, the jury would be justified in considering if this was a case of manslaughter and not of murder. It might be that in the course of the enquiry the jury came to the conclusion that the prisoner was struck by another fireman and that he used his knife when moved to violent anger and might consider the case one of manslaughter, but he was bound to say that so far as the evidence for the prosecution went he had not been able to see such facts on the face of the depositions as would reduce the case to one of manslaughter.

The evidence given at the Magistracy was repeated.

Chan Chun, the man with whom the prisoner had words in the first instance, corroborated the Attorney-General's statement.

After a full formal evidence was given as to the departure of the *Patroclos* from Hongkong, in order that in the course of the case the depositions might be put in.

Leung Chun, another fireman on board the *Patroclos*, also gave his version of the affair. He said Chan Chun told the prisoner to take some coal forward. The prisoner did not do so but pushed Chan Chun with his hands, causing him to fall against a ladder. The deceased man happened to come to the place, and he told the prisoner not to make a noise. Then he saw the prisoner stab the deceased with a knife, and the deceased fell. Witness went to him and picked him up. He saw the prisoner with a knife in his hand. Then he went to his room and told Chan Chun what had happened. Chan Chun went to the engine-room and brought back the fourth engineer, and they three carried the deceased into the engine-room. He then went off duty and went ashore. The next day he saw the dead body of Chin Wah at the mortuary. Neither he nor anybody else struck the prisoner before the latter used the knife.

The witness was cross-examined at some length by the Hon. Dr. Ho Kai.

Other witnesses followed, and the case for the prosecution was closed.

The Hon. Dr. Ho Kai said he had no witnesses to call for the defence.

His Lordship said the Court had better adjourn as the case could not be finished in one day.

The hearing was accordingly adjourned.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING JUDGE).

THE ARMED ROBBERY IN UPPER LASCAR ROW.  
Tsang Shan, bin Sheung, and Chai Uu were charged with (1) robbery being armed; (2) receiving stolen goods. They pleaded not guilty.

The jurors were Messrs. P. J. de V. Femia, G. Patton, G. Hanter, G. Shing, G. Miley, V. A. P. Colley, and J. V. Ward.

Mr. H. E. Pollock, K.C., stated the case for the prosecution. It was to the effect that about eight o'clock on the evening of the 5th February a married woman named Tai King, who lives on the third floor of No. 42, Upper Lascar Row, was standing at the door of her cubicle when she saw two men at the head of the stairs. She asked them what they were looking for, and they replied "Ah Yau." She did not know any man of that name on the third floor, and she turned her head away, upon which the third prisoner came along the stairs. She called out "Save life," whereupon the other man put a handkerchief into her mouth. Both of them then pressed her down and took from her a pair of retort bangles mounted with gold and seven finger rings. The third prisoner continued to hold her down while the other man, whom she could not identify, broke open her boxes, after which both decamped. All the prisoners were subsequently arrested with some of the stolen property in their possession.

The evidence as to the men being armed not being conclusive, the first count in the indictment was amended to robbery only.

The jury found the first and third prisoners guilty on the first count and not guilty on the second. The second prisoner was found not guilty in the first count and guilty on the second.

His Lordship sentenced the first and third prisoners to six years' hard labour and 20 strokes with the birch-rod; and the second prisoner to three years' hard labour.

The Court then rose.







## NEW ADVERTISEMENTS

## NOTICE

PACIFIC MAIL STEAMSHIP COMPANY.  
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
TOYO KISEN KAISHA.

DURING my absence from the Colony Mr. GEORGE ECKLEY will take CHARGE of the Business of the above Companies as Acting Agent.

J. S. VAN BUREN,  
Agent.

Hongkong, 20th March, 1901.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (THURSDAY), the 21st March, 1901, at 11 A.M., at their Sales Rooms, Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising—  
Double and Single IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS, MOROCCO LEATHER COVERED SOFA, TEAK WOOD WARDROBES with BEVELLED GLASS, COOKING STOVES and UTENSILS.

Also  
One REMINGTON TYPEWRITER and quantity of GOLF CLUBS.

TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 20th March, 1901.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Deputy Victualling Store Officer to Sell by Public Auction, TO-MORROW (THURSDAY), the 21st March, 1901, at 11 A.M., at their Sales Rooms, Ice House Street, A QUANTITY OF FLOUR, TEA and BISCUITS, &c. &c.

TERMS—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 20th March, 1901.

## PUBLIC AUCTION.

THE Undersigned has received instructions from R. M. GRAY, Esq., to Sell by Public Auction, at "BURNBIDE," Robinson Road, on MONDAY, the 25th March, 1901, at 2.45 P.M., A QUANTITY OF HOUSEHOLD FURNITURE (Some in English make).

(Particulars can be seen from Catalogues.)  
On View from Saturday, 23rd March.

TERMS—As Customary.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 20th March, 1901.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 26th March, 1901, at 2.45 P.M., at No. 7, Cameron Terrace, Kowloon, the Residence of D. A. PURVIS, Esq., THE WHOLE of his HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogues.)  
On View from Monday, 25th March.

TERMS—As Customary.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 20th March, 1901.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Venice, ex s.s. Polaris, transhipped at Trieste.

From Lavante, ex s.s. Apollo, transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 26th of March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of March will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 19th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 28th March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th of March will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 19th March, 1901.

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No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 28th March, or they will not be recognized.

## NEW ADVERTISEMENTS

A ON & CO.,  
PHOTOGRAPHERS AND PORTRAIT PAINTERS.  
All kinds of Oil Paintings and Photographic Enlargements.  
30A, TOP FLOOR, QUEEN'S ROAD CENTRAL.  
Opposite to Chas. J. Gump & Co.  
Hongkong, 20th March, 1901.

NIPPON YUSEN KAISHA,

FOR MANILA.

THE Company's Screw Steamship  
"ROSETTA MARU"  
(3,411 tons gross, Captain N. Tait), will be despatched for the above port on FRIDAY, the 23rd instant, at 2 P.M.  
This Mail steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.  
Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA,  
Manager,  
NIPPON YUSEN KAISHA,  
Hongkong, 20th March, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 20th February, 1901.

NOT RESPONSIBLE FOR DEBTS.

WITH THIS DAY Mr. E. JOCKERS

GRASSED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDEUTSCHER LLOYD,  
Superintendent's Office,  
3, Queen's Building,  
Hongkong, 16th March, 1901.

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## ENTERTAINMENT

THEATRE ROYAL  
CITY HALL.

MR. HENRY DALLAS

COMIC OPERA SEASON.

TO-NIGHT!

LAST NIGHT

OF THE

BELLE OF

NEW YORK.

TO-MORROW (THURSDAY),

AND ON

FRIDAY AND SATURDAY

NEXT,

THE GREAT MUSICAL COMEDY,

THE FRENCH

MAID,

FROM

TERRY'S THEATRE, LONDON.

MONDAY NEXT,

FIRST TIME IN CHINA OF

THE GAY

PARISIENNE.

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN AT ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, 16th March, 1901.

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## PUBLIC COMPANIES

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby notified that a CALL of \$2 per Share has been made for the 15th instant. PAYMENTS to be made to the Undersigned at the Company's Office, No. 30, Des Voeux Road, on or before that Date accompanied with Scrips for Endorsement.

By Order,  
J. W. KEW,  
Manager.

Hongkong, 2nd March, 1901.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 14, Des Voeux Road Central, on SATURDAY, 23rd March, 1901, at NOON.

By Order of the Board of Directors,  
LUTGENS, E



HONGKONG  
BUSINESS DIRECTORY.

**BOOKBINDING**  
"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

**BUILDERS**  
KANG ON.  
Contractors; 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

**CHEMISTS, DRUGGISTS, &c.**  
THE PHARMACY.  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class As-  
sisted Waters, Dealers in Photographs.  
Requirements, Queen's Road.

**FURNITURE WAREHOUSEMEN**  
A CHEE & CO., Established 1859. Depot for  
Furniture, Carpets, Rugs, and Accessories;  
174-Queen's Road Central.

**JEWELLER**  
MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

**PHOTOGRAPHERS**  
A FONG.  
The largest and most complete Studio in  
Hongkong. Established 1839. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c., 100, House Street.

**MEE CHEUNG.**  
Ice House, Street, Top Floor. Permanent  
Enlargements, Groups, Views, &c.; Devel-  
opment Works, Amateurs' Requisites.

**M. MUMBY, JAPANESE ARTIST.**  
Bromide and "Crayon" Enlargements and  
also coloring Photos and relief Photos.  
Views of China and Japan. Work  
done for Amateurs; No. 34, Queen's  
Road Central.

**H. YERA.**  
Japanese Photographs, 14, Beaconsfield  
Avenue, Queen's Road CL, also Wanchai  
Amateurs' Requisites a Specialty.

**PRINTING**  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

**STOREKEEPERS**  
F. BLACKHEAD & CO.  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, and Fuel Water supplied to  
Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

**MORE & SEIMUND.**  
43 and 45, Des Vaux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission (Grey-  
hound, "Brand" and Blandell,  
Spence & Co.'s Commission).

**TAILORS**  
R. HAUGHTON & CO.  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuhn's Carlo Store.

**TOBACCONISTS**  
D. S. DADY BURJOR, "Los Filipinos,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

**WATCHMAKERS**  
DROZ & CO.  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates.

**CARMICHAEL & BARLOW.**  
CONSULTING ENGINEERS, SURVEYORS, AND  
CONTRACTORS;  
QUEEN'S BUILDINGS.

**DESIGNS and Specifications prepared for**  
any class of Steamships. Launches and  
light-draught vessels a specialty. Contractors  
for the supply and erecting of any type of  
machinery. New work and repairs supervised.  
New and second-hand Launches for Sale.  
Telegrams: "CELESTRE," Hongkong.  
H. F. CARMICHAEL,  
B. J. BARLOW.  
Hongkong, 1st June, 1899.

**HOTEL**  
"BOA VISTA" HOTEL,  
MACAO.

**THE ONLY FIRST CLASS HOTEL in the**  
Colony. Moderate terms by the day or  
month. European Management.  
MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HONGKONG" in 3 hours, leaving  
Hongkong at 2 P.M., and Macao at 5 A.M.  
Connection made by Company's Steamer to  
and from Canton.  
Tourists should not miss the chance of  
visiting this famous old city.  
For Terms, apply to the MANAGER.  
Telegraphic Address: "BOA VISTA," 2549

**TO LET.**  
No. 45, ELGIN STREET, a SIX  
ROOMED HOUSE from the 1st  
April, 1901.  
Apply to—  
No. 47, ELGIN STREET.  
Hongkong, 2nd March, 1901. [626]

**TO LET, FURNISHED.**  
THAT Commodious and Beautifully Situated  
Residence at the PEAK, THE EYRIE.  
For Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Avenue.  
Hongkong, 14th March, 1901. [734]

**WITH IMMEDIATE POSSESSION.**  
No. 9, SEYMOUR ROAD.  
Apply to—  
S. B.  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

**TO LET.**  
No. 2, GOMES VILLAS, DES VEAUX  
ROAD, Kowloon.  
Apply to—  
LINSTED & DAVIS.  
Hongkong, 19th March, 1901. [791]

**TO LET.**  
TWO very spacious and well ventilated  
TWO-STORYED EUROPEAN RE-  
SIDENCES with GARDENS and TENNIS  
LAWNS, each containing 6 ROOMS, BATH-  
ROOMS and OUTHOUSES, in MACDONNELL  
ROAD, on Inland Lot No. 1,509.  
Apply to—  
TANG LAP TING,  
No. 18, Queen Street, Hongkong,  
or to  
MOK MAN CHEUNG,  
Butterfield & Swire.  
Hongkong, 19th March, 1901. [792]

**TO LET.**  
FROM 1st APRIL, 1901.  
No. 5, MORRISON HILL.  
Apply to—  
G. C. ANDERSON,  
20, Des Vaux Road.  
Hongkong, 15th March, 1901. [756]

**TO LET.**  
No. 1, SEYMOUR TERRACE, Large  
Family Residence, NINE ROOMS,  
Central Situation.  
CALDECK, MACGREGOR & CO.,  
15, Queen's Road,  
or at the house itself.  
Hongkong, 13th March, 1901. [720]

**TO LET.**  
No. 46, CAINE ROAD—A 4-STORYED  
HOUSE with 10 ROOMS, Im-  
mediate Possession.  
Apply to—  
WO KEE & CO.,  
No. 18, Des Vaux Road West.  
Hongkong, 5th March, 1901. [653]

**TO LET.**  
A HOUSE in RYTON TERRACE.  
HOUSES in LEIGHTON HILL ROAD.  
THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.  
Hongkong, 18th March, 1901. [18]

**OFFICES TO LET.**  
2ND FLOOR of Nos. 62A and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.  
Apply to—  
ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. [234]

**TO LET.**  
"STILLINGFLETE," PEAK ROAD.  
6 ROOMED HOUSE from 1st May.  
Apply to—  
AREARON V. APCAR & CO.  
Hongkong, 14th March, 1901. [741]

**TO LET.**  
Possession APRIL 1st.  
No. 1, STEWART TERRACE.  
Apply to—  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [661]

**BOARD AND RESIDENCE.**  
MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]

**BOARD AND RESIDENCE.**  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

**BOARD AND RESIDENCE.**  
MRS. SIDNEY JEFFREY.  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1901. [73]

**TO LET.**  
RICHMOND TERRACE—Nos. 2 & 5.  
Possession on 1st April; No. 6, Im-  
mediate Possession.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 1st March, 1901. [612]

**POHOOMULL BROTHERS.**  
57 & 59, QUEEN'S ROAD CENTRAL.  
WHOLESALE AND RETAIL  
IMPORTERS AND EXPORTERS.  
Have for Sale,  
INDIAN, Chinese and Japanese Silk Goods,  
for Ladies and Gentlemen, and other Articles.  
Oriental Embroidery, Rugs, and Carpets,  
Jewelry, Cashmere Shawls, Ivory, Sandalwood  
and Tortoiseshell Wares, Curiosities and Fancy  
Goods.  
Inspection is Solicited.  
Hongkong, 8th November, 1900. [27]

## THE BEAUMANOIR GHOSTS.

THE REV. S. BARING-GOULD.  
(Author of "Mehalah," &c.)

The family of Fungus-Smythe was settled in B-shire. Mr. Smythe had made a fortune in business in the north, and desired to acquire a position in the south, away from the soil of trade, as a country gentleman. He had purchased an ancient manor house of Elizabethan architecture, and trusted to being absorbed into the exclusive class of County People. But the County People, as a class, are suspicious and not expansive; and to obtain recognition it behoves the new comer to pay his footing. He must give shooting parties for the gentlemen and balls for the ladies.

At the same time that Mr. Smythe acquired Beaumanoir Hall, he assumed his mother's name of Fungus, which he added to his own, to differentiate himself from other Smythes, and to further emphasize his rise in the social scale, he converted his plain Smith into Smythe. But when it is said that Mr. Smythe did this it must not be supposed that the prompting spirit lay within his ample breast. It was Mrs. Smythe who was ambitious, and endeavored to obliterate the traces or trail that led from the mill in Lancashire to Beaumanoir in B-shire. Mr. Smythe himself was a blunt, straightforward, worthy Englishman, who detested humbug, but was in such awe of the springs and dominating genius of Mrs. Smythe that he fell in with her views, and acted as she dictated.

Life is made up of compromises, and the largest amount arrived at in domestic life. Mrs. Smythe had desired an entire abandonment of the name of Smith, and the adoption of a very high-sounding one to which she or her husband had no manner of claim.

A great ball was to be given at Beaumanoir, to celebrate the coming of age of "the young Squire," as Mrs. Fungus-Smythe always now designated her son.

It really was surprising how many county people called, when it was whispered that the Smythes were about to give a dance on a large scale. The Smythes invited relatives to gather round the young heir and wish him all health and prosperity, and the old house was filled with guests, staying in it for the ball. In addition to immediate relatives, Sir Tony and Lady Lumpkin had been invited to stay the night. They lived some fifteen miles off, and therefore could not be expected to return home the same night or following morning in "the small hours." They drove over in the carriage, Sir Tony's stout coachman on the box.

"Whatever are we to do to accommodate them all?" asked Mrs. Fungus-Smythe of her daughter, Jessie. "I had not calculated on having to house the coachman and Lady Lumpkin's maid."

"There is no help for it," said Jessie, "but we must have a couple of beds put into the haunted Room at the end of the corridor. You can send the butler's boy in there, and he can have one bed, the coachman the other, and the boy's room can be given up to the lady's maid."

"I suppose it must be so," responded the mother.

"Indeed, I do not see what else can be done, Mamma; the Lumpkins will have the best bedroom, and Uncle Fungus the little room we call the powdering room, and the two cousins Fungus will have the milk-and-water room, and Aunt Eliza, if she does come, and Jane are to occupy the green room, and—"

"Yes," interrupted her mother, "that is settled, I have arranged all these particulars. It is only the matter of the maid and the coachman that bothered me."

"And I have solved that difficulty," said Jessie.

"Well—yes," her mother mused, "I suppose there will be no fuss made about the room being haunted."

"Of course not, mamma, the boy will be too tired to think of ghosts, and the coachman has not heard of the room being haunted."

"The servants may tell him."

"They will be far too much occupied to think of ghosts."

So it was settled.

The page boy looked very blank when informed that he was to be put for the night into the haunted room, but rallied when assured that it would be shared with him by Sir Tony Lumpkin's coachman.

"The dancing is to cease at two o'clock," said Mrs. Smythe to her daughter Jessie. "Your father is peremptory. We may draw it out to half-past, but he says he will have all the lights out at two-thirty. He is an obstinate man. That is why I was forced to have the ball begin rather early, and put on the card that dancing will be till two o'clock. It is tiresome."

A ball in the country is a great undertaking. A cook has to be got down from town, extra waiters have to be procured, and provision must be made for housing them. Then the cook at the last moment makes demands for articles that he declares are absolutely necessary, but which are not in the house, are not to be secured at the grocer's in the nearest town, and they have to be wired for to be sent from London. The dress is specially ordered have arrived, but do not fit, and must be altered. The ice has failed. The grooms and coachmen are sent flying about the country to railway stations and telegraph offices.

A sudden terror comes over the Lady of the house, some people of importance are not asked by a hideous oversight. She has left the cards to her daughter, who had not done it because she calculated on the cards being despatched by her mother.

To complicate matters Aunt Eliza was coming. Aunt Eliza was an eminently kindly member of the Fungus family, well-to-do but not refined either in appearance or in matter.

"Good gracious!" exclaimed Mrs. Fungus-Smythe on the morning before the ball. "Here is Aunt Eliza actually coming, and she has left our invitation—which we never expected her to accept—unacknowledged until now. What shall we do?"

"Put up with her of course," said Jessie.

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen months I lay a helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as anisms, electricity, Turkish Baths, and above all, useless employing physicians, I considered myself incurable, especially so, when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continued use of your wonderful remedy cured me, with the help of God, of Rheumatism.

For my part I shall do all in my power to spread its merits. Sold at Re. 1 per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LD. [217-1]

**GOLD STORAGE.**  
THE HONGKONG ICE COMPANY, LIMITED  
Is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.  
WM. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [85]

**Lanoline**  
Natural Toilet Preparations.  
Toilet "Lanoline" in collapsible tubes.  
"Lanoline" Toilet Soap.  
Wholesale Depot—67, MARK LANE, LONDON.

**NOW READY.**

THE  
CHRONICLE AND DIRECTORY

FOR  
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS  
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c. &c.

The information in these Descriptions, consisting of a hundred interesting articles packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 23, ABERDEEN STREET.

**SANITARY APPLIANCES SUPPLIED**  
AND FIXED. DRAINS, TRAPS,  
WASTE PIPES, &c., CLEANSED AND  
REPAIRED.  
Sanitary Board Notices receive prompt at-  
tention. [59]

**AMERICAN SYSTEM**  
OF  
DENTISTRY  
AT  
No. 30, QUEEN'S ROAD CENTRAL,  
CHADWICK KEW  
(LATE OF POST & TELEGRAPH).  
Hongkong, 15th September, 1899. [758]

**RUINANT PERE & FILS, REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal).  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May 1899. [152]

**怡 4 號**  
YEE SANG & CO.  
COAL MERCHANTS  
has always on hand  
LARGE STOCKS EVERY DESCRIP-  
TION OF COAL.  
Address—Care of Messrs KWONG SANG & CO.  
No. 144, DES VEAUX ROAD. [22]

**MACHINERY**  
Engines, Boilers, Pumps,  
Wood Working and Iron Working Machinery.  
Saw Mills and saws, all Supplies,  
Sugar and Rice Mill Machinery,  
Mining and Milling Machinery.  
Write for Catalogues and Prices of what you require.  
PARKE & LACY CO., 21 and 23, Fremont  
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**WING CHEONG.**  
Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOS, JADESTONEWARE, CARVED  
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CLOTHS.

**GENERAL EXPORTERS.**  
We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.  
Nos. 1 & 3, D'AGUIAR STREET.  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900.

**MITSUBI BUSSAN KAISHA**  
No. 6, Ice House Street, Praya Central.  
Head Office—Tokyo.  
Branch Office—LONDON, NEW YORK, BOM-  
BAY, SINGAPORE, SHANGHAI, TIENT-  
SIN, NEWCHANG, and all Ports in  
JAPAN.

**AGENCIES:**  
Mitsui Coal Mines,  
Kanada Coal Mines,  
Hokoku Coal Mines,  
Tagawa Coal Mines,  
Ida Coal Mines,  
Yamaguchi Coal Mines,  
Sensoda Coal Mines,  
Fukuro Coal Mines,  
Yoshimoto Coal Mines,  
Omura Coal Mines,  
No. 1, Ohtsuki Coal Mines,  
Ichihara Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
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The Osaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
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M. FUJISE, Managers.

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILER  
LONG FLAX  
RELIANCE CROWN  
TAPPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.  
[3190]

BOMBAY-BURMAH TRADING COR-  
PORATION, LIMITED.

BANGKOK AND RANGOON.  
TEAK SQUARES, PLANKS, BOARDS AND SCAN-  
TLINGS, PAVED, TONGUED, AND GROOVED  
BOARDS, FOR FLOORING, CEILING, WALLING,  
&c.; TEAK SHINGLES FOR ROOFING.  
PINKADEE RAILWAY SLEEPERS for all  
GAUGES.  
Rates Supplied and Orders Booked by  
JARDINE, MATHESON & CO.  
Hongkong, 3rd May, 1899. [278]

## WOMAN'S WORLD.

DOMESTIC AND SOCIAL.  
There are now appearing in the  
"HONGKONG DAILY PRESS"

A SERIES OF SELECT ARTICLES  
BY  
EMINENT LADY WRITERS,

upon subjects of great interest to women's social  
and domestic welfare.

The following are some of the articles, with  
a few words about the personality of the  
writer:—

**DO ATHLETICS DESTROY  
DOMESTICITY?**  
By Miss ANNESLEY KENEALY.  
Miss KENEALY, besides having a  
charming style and lively imagination, has  
attracted the public attention by her amus-  
ing, but not the less energetic, crusade  
against "sporting families."

**THE ART OF ENTERTAINING.**  
By Lady JEUNE.  
Lady JEUNE is the wife of the Right  
Hon. Sir Francis Jeune, K.C.B., President  
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This lady is renowned for her benevolent work in  
the service of the poor, as well as for many  
trifling contributions to leading reviews  
and magazines upon topics of social im-  
portance. But in London, where she is a  
leader of society, she is famed, above  
everything, for her brilliant art of enter-  
taining, which attracts to her gatherings  
men and women of the highest rank, learn-  
ing, wit, and renown. The article Lady  
Jeune has written for our columns will be  
welcomed by all hosts and hostesses. Lady  
Jeune's articles on the Late Queen will be  
fresh in the minds of our readers.

**WOMAN AS A DOCTOR.**  
By Mrs. ERNEST HAET.  
Mrs. HAET has the distinction of being  
the pioneer of women medical students.  
In the seventies she studied medicine in  
London and Paris, and her book entitled  
"Diet in Sickness and in Health" is a well-  
known and standard manual. A large part  
of her life has been devoted to Irish in-  
dustry and technical education, to which  
cause she has contributed her private for-  
tune. The above-named article gives a  
sketch of woman's work in the medical pro-  
fession, and explains the career and pros-  
pects of a woman doctor.

**THE DUTIES OF MOTHERHOOD.**  
By Mrs. ADA S. BALLIN.  
What mother or maid does not know  
Mrs. Ballin's? Very few we think. The  
editor of "The Daily and Weekly" has been  
the good counsellor of the home circle for  
many a day, and her name is "familiar in  
our mouths as household words." Our  
article on "Motherhood," from her pen,  
gives some practical advice and sympathy  
upon the duties and responsibilities of  
maternity.

**WHY GIRLS MARRY AND WHY  
THEY DON'T.**  
By Mrs. C. E. HUMPHRY.  
Mrs. C. E. HUMPHRY is perhaps  
better known to the general public by the  
name of "Madge," under which she has  
contributed the "Girl's Gossip" to "Truth"  
since these articles were first started. She  
is the author of those popular works en-  
titled "Manners for Men," "Manners for  
Women," and a "Word to Women." The ar-  
ticle we have obtained from her pen is very  
vivacious, and likely to prove of absorbing  
interest both to marriageable maidens and  
those who have passed that eventful stage.  
Hongkong, 23rd February, 1901. [568]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	STENTOR	Brit. str.	—	G. M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	BORHAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 4th April.
LONDON	IDOMENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th April.
LONDON	ADAMANT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd April.
LONDON	AXAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April.
LIVERPOOL DIRECT	TALUS	Brit. str.	—	H. Blocker	MELCHERS & CO.	To-day, at Noon.
BREMEN, VIA PORTS OF CALL.	BAYERN	Ger. str.	—	Berg	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	ANNA	Brit. str.	—	G. W. Baber	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
MARSEILLES & LONDON	BANCA	Brit. str.	—	F. Davies	MESSAGERIES MARITIMES	On 22nd inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, & SINGAPORE	BINGO MARU	Jap. str.	—	Sollner	CARLOWITZ & CO.	On 23rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP, & SINGAPORE	ANNA	Brit. str.	—	Proach	CARLOWITZ & CO.	On or about 18th inst.
HAVRE, BREMEN & HAMBURG	PRELUD	Ger. str.	—	s. Blazer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 28th April.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th April.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	—	—	Quick despatch.
HAVRE & HAMBURG	SHIBUI	Brit. str.	—	—	—	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	Peterson	CARLOWITZ & CO.	On 3rd April.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	F. McNair	CANADIAN PACIFIC R. CO.	On or about 10th April.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	G. D. Bowles, R.N.R.	U. & S. S. Co.	On 13th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Jap. str.	—	—	—	On 24th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	—	On 29th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	—	On 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	STRATHMORE	Brit. str.	—	George	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
AIRLIE	—	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
ROSETTA MARU	—	Jap. str.	—	—	—	On 3rd April.
TAIYUAN	—	Brit. str.	—	—	—	To-morrow, at Noon.
YAMAGUCHI MARU	—	Jap. str.	—	—	—	On 22nd inst. at Noon.
YAMAGUCHI MARU	—	Jap. str.	—	—	—	On 26th inst. at Noon.
KWANGHAI	—	Brit. str.	—	—	—	To-morrow.
HUNAN	—	Brit. str.	—	—	—	To-morrow.
FLANDRIA	—	Ger. str.	—	—	—	On 22nd inst. at 4 P.M.
LOONGSANG	—	Ger. str.	—	—	—	On 23rd inst. at 4 P.M.
ELITA NOSSACK	—	Ger. str.	—	—	—	On 24th inst. at 4 P.M.
OCEANIC	—	Brit. str.	—	—	—	On or about 15th inst.
CANTON	—	Brit. str.	—	—	—	On or about 27th inst.
SOBRON	—	Ger. str.	—	—	—	On or about 28th inst.
KONIG ALBERT	—	Brit. str.	—	—	—	Quick despatch.
HONGKONG	—	Brit. str.	—	—	—	On 23rd inst.
TAIWAN	—	Jap. str.	—	—	—	On 27th inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	—	—	On 3rd April, at Daylight.
SWATOW, AMOY & TAIWAN	MAIDZURU MARU	Jap. str.	—	—	—	On 24th inst.
TAMUI VIA SWATOW & AMOY	SUNGKIANG	Brit. str.	—	—	—	On 25th inst.
AMOY & MANILA	KAIFONG	Brit. str.	—	—	—	On 27th inst.
CEBU & ILOILO	LOONGSANG	Brit. str.	—	—	—	To-morrow, at 4 P.M.
MANILA	ROSETTA MARU	Jap. str.	—	—	—	On 28th inst. at 4 P.M.
MANILA	TAIWAN	Brit. str.	—	—	—	On 9th April.
STRAITS, COLOMBO & BOBAY	MARAGON	Brit. str.	—	R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.

## SHIPPING.

**ARRIVALS.**  
 Mar. 19, CHINA, Austrian, 3,355, A. Leva, Kobe  
 and Moji 10th March, General.—SANDER,  
 WIELER & CO.  
 Mar. 18, TAISHUN, American str., 1,216, Pat-  
 terson, Shanghai 15th March, General.—  
 CHINESE.  
 Mar. 19, KAWAYAMA MARU, Japanese str.,  
 2,200, K. Hayashi, Chiofo 10th March,  
 General.—CHINESE.  
 Mar. 19, CHOWKANG, British str., 1,401, Barker,  
 Shanghai 15th March and Swatow 16th,  
 General.—JARDINE, MATHESON & CO.  
 Mar. 19, BAYERN, German str., 3,128, H. Blocker,  
 Yokohama and Shanghai 16th March,  
 Mails and General.—MELCHERS & CO.  
 Mar. 19, EMPRESS OF CHINA, British steamer,  
 3,003, R. Archibald, R.N.R., Vancouver 25th  
 Feb. and Shanghai 17th Mar. Mails and  
 General.—C. F. Preston, R.N.R.  
 Mar. 19, LOKSANG, British str., 979, Leav,  
 Shanghai 16th March, General.—JARDINE,  
 MATHESON & CO.  
 Mar. 19, ICHANG, British str., 1,240, Jones,  
 Canton 19th March, General.—BUTTER-  
 FIELD & SWIRE.  
 Mar. 19, MACKDONIA, British str., 1,045, Mon-  
 sarat, Canton 19th March, General.—  
 JARDINE, MATHESON & CO.  
 Mar. 19, ANNA, Danish steamer, 4,200, Berg,  
 Shanghai 16th Mar. General.—MELCHERS  
 & CO.  
 Mar. 19, CLARA, German str., 675, A. Hansen,  
 Hallow 17th March, General.—JENSEN  
 & CO.  
 Mar. 19, MUREX, British str., 2,329, Halliday,  
 Singapore 16th March, Oil.—ARNOLD,  
 KARNER & CO.  
 Mar. 19, TRIESTE, Austrian steamer, 3,203, A.  
 Mitis, Trieste and Singapore 16th March,  
 General.—SANDER, WIELER & CO.  
 Mar. 19, KONIG ALBERT, German str., 6,589,  
 O. Cippers, Hamburg 16th Feb. and Singa-  
 pore 16th March, Mails and General.—  
 MELCHERS & CO.  
 Mar. 19, JAGUAR, German str., from Canton.

## CLEARANCES.

At the Harbour Master's Office,  
 18th March.  
 Taniguchi Maru, Japanese str., for Kutchinotzu.  
 Akashi Maru, Japanese str., for Swatow.  
 Ito, American ship, for Hankow.  
 China, German str., for Bangkok.  
 Sulberg, German str., for Chiofo.  
 Amata, Danish str., for Saigon.  
 Amara, British str., for Singapore.  
 Murex, British str., for Nagasaki.  
**DEPARTURES.**  
 Mar. 19, DORIC, British str., for San Francisco.  
 Mar. 19, THALES, British str., for Swatow.  
 Mar. 19, DEVOLUTION, British str., for London.  
 Mar. 19, U. APAR, British str., for Calcutta.  
 Mar. 19, ICHANG, British str., for Ningpo.  
 Mar. 19, RADNORSHIRE, Brit. str., for Nagasaki.  
 Mar. 19, LOKSANG, British str., for Canton.  
 Mar. 19, TAISHUN, Amr. str., for Canton.  
 Mar. 19, LYEMOON, Ger. str., for Ningpo.  
 Mar. 19, HAINAN, German str., for Canton.  
 Mar. 19, PEYANG, German str., for Chiofo.  
 Mar. 19, HAILAN, French str., for Hallow.  
 Mar. 19, HONGKONG, French str., for Hallow.  
 Mar. 19, LOTHIA, Italian bark, for Callao.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Siam, Turigiani Maru.  
 KOWLOON DOCKS.—U.S.S. Isla de Leon,  
 U.S.S. Berthia, U.S.S. Yorktown, U.S.S. Lakin,  
 U.S.S. Herring, U.S.S. Glenlogie, U.S.S. Newark, H.M.S.  
 Aurora.  
 COSMOPOLITAN DOCK.—U.S.S. Concord,  
 Conch.

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
 STEAM FOR SHANGHAI, NAGASAKI,  
 HIOGO AND YOKOHAMA.  
 THE Imperial German Mail Steamship

"KONIG ALBERT."  
 OF THE NORDDEUTSCHER LLOYD,  
 Captain O. Cippers, due here with the outward  
 German Mail about the 20th inst., will leave  
 for the above places about 24 hours after  
 arrival.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 18th March, 1901.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-  
 GATION COMPANY.  
 STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship  
 "TRIESTE."

Captain Mitis, will leave for the above places  
 TO-MORROW, the 21st inst., at Noon.  
 For Freight or Passage, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 18th March, 1901.

UNITED STATES AND CHINA-JAPAN  
 STEAMSHIP LINE.  
 (ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.  
 (With liberty to call at MANILA.)  
 THE full-powered Steamship

"ALBENGA."  
 Captain Peterson, will be despatched for the  
 above port TO-MORROW, the 21st March.  
 For Freight, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 1st March, 1901.

INDO-CHINA STEAM NAVIGATION  
 COMPANY, LIMITED.  
 FOR MANILA.

"LOONGSANG."  
 Captain Weigall, will be despatched as above  
 TO-MORROW, the 21st inst., at 4 P.M.  
 This steamer has superior accommodation for  
 First Class Passengers, is fitted throughout  
 with Electric Light, and carries a Doctor.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers.  
 Hongkong, 14th March, 1901.

"BEN" LINE OF STEAMERS.  
 FOR NAGASAKI, KOBE AND YOKO-  
 HAMA.

THE Steamship  
 "BENCLEUCH."  
 Captain Thomson, will be despatched as above  
 TO-MORROW, the 21st inst.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 18th March, 1901.

EASTERN AND AUSTRALIAN STEAM-  
 SHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-  
 SLAND, and taking through  
 Cargo to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.)  
 THE Steamship

"AIRLIE."  
 Captain George, will be despatched for the above  
 ports TO-MORROW, the 21st inst., at  
 5 P.M.  
 This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Cham-  
 ber, which ensures the supply of Fresh Provi-  
 sions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a duly qualified Surgeon  
 are carried.  
 N.B.—Return Tickets issued by this Com-  
 pany to and from Australia are available for  
 return by the steamers of the China Navigation  
 Company and vice versa.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 1st March, 1901.

FOR SHANGHAI.

THE Steamship  
 "FLANDRIA."  
 Captain Lehmann, will be despatched for the  
 above port on FRIDAY, the 22nd inst., at 4  
 P.M.  
 For Freight, apply to  
 SIEMSEN & CO.,  
 Agents.  
 Hongkong, 15th March, 1901.

THE Steamship  
 "FLANDRIA."  
 Captain Lehmann, will be despatched for the  
 above port on FRIDAY, the 22nd inst., at 4  
 P.M.  
 For Freight, apply to  
 SIEMSEN & CO.,  
 Agents.  
 Hongkong, 15th March, 1901.

THE Steamship  
 "FLANDRIA."  
 Captain Lehmann, will be despatched for the  
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 Hongkong, 15th March, 1901.

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 Hongkong, 15th March, 1901.

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 P.M.  
 For Freight, apply to  
 SIEMSEN & CO.,  
 Agents.  
 Hongkong, 15th March, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO  
 LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
 SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
 FREIBURG (HAMBURG & BREMEN & HAMBURG) About 18th Freight.  
 MARBURG (HAMBURG & BREMEN & HAMBURG) About 27th Freight.  
 SAVOIA (HAMBURG & BREMEN & HAMBURG) About 4th Freight and  
 Passage.  
 CAMBERG (HAMBURG & BREMEN & HAMBURG) About 8th Freight.  
 SIBIRIA (HAMBURG & BREMEN & HAMBURG) About 15th Freight and  
 Passage.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a  
 stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO.,  
 AGENTS.  
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
 OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 12th March, 1901.

PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

FOR PASSENGER SEASON, 1901.  
 2,240 tons MARCH 30th MARSEILLES AND LONDON DIRECT  
 7,382 tons APRIL 27th Without Transshipment.  
 For Further Particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 16th March, 1901.

NORTHERN PACIFIC  
 STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,  
 INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
 IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing  
 QUEEN ADELAIDE 2,832 F. McNair March 29  
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 CLYDE 3,328 J. R. Rao April 12  
 OLYMPIA 2,837 J. Trubridge April 26  
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The attention of Passengers is directed to the very cheap rates offered by this Line to the  
 PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
 STATES and to EUROPE.  
 HONGKONG TO LONDON, £52.  
 Excellent accommodation. First-class Table. Doctor and STEWARDRESS carried.  
 Passengers to EUROPE proceed by one of the First-Class ATLANTIC MAIL LINES.  
 HONGKONG TO NEW YORK, £48.  
 The Railroad (travelling is second to none on the American Continent; two trans-continental  
 trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night;  
 TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNT-  
 AINS. The YELLOWSTONE NATIONAL PARK route.  
 HONGKONG TO VICTORIA AND TACOMA, £25.  
 The best route to the KODIAC GOLD FIELDS. Frequent sailings from VICTORIA  
 and TACOMA to DYER and St. MICHAEL.  
 Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO., LIMITED,  
 General Agents.  
 Hongkong, 11th March, 1901.

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEEN, EGYPT,  
 MEDITERRANEAN PORTS,  
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL  
 AND AMERICAN PORTS.

THE Steamship  
 "PLASSY."  
 Captain C. F. Preston, R.N.R., carrying His  
 Majesty's Mails, will be despatched from Hong-  
 kong for Batavia, Bencoolen, and London, on SATURDAY,  
 the 30th March, at Noon, taking passengers  
 and cargo for the above ports.  
 All Cargo for France and London will be  
 conveyed direct without transshipment.  
 Large for Bombay will be transhipped at  
 Colombo into the s.s. Maragon.  
 Parcels will be received at this Office until 4  
 P.M. the day before sailing. The contents and  
 value of all packages are required.  
 Shippers are particularly requested to note  
 the terms and conditions of the Company's  
 Bills of Lading.  
 For further particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 18th March, 1901.

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEEN, EGYPT,  
 MEDITERRANEAN PORTS,  
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL  
 AND AMERICAN PORTS.

THE Steamship  
 "PLASSY."  
 Captain C. F. Preston, R.N.R., carrying His  
 Majesty's Mails, will be despatched from Hong-  
 kong for Batavia, Bencoolen, and London, on SATURDAY,  
 the 30th March, at Noon, taking passengers  
 and cargo for the above ports.  
 All Cargo for France and London will be  
 conveyed direct without transshipment.  
 Large for Bombay will be transhipped at  
 Colombo into the s.s. Maragon.  
 Parcels will be received at this Office until 4  
 P.M. the day before sailing. The contents and  
 value of all packages are required.  
 Shippers are particularly requested to note  
 the terms and conditions of the Company's  
 Bills of Lading.  
 For further particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 18th March, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,  
 PORT SAID, NAPLES, GENOA, ANTWERP,  
 BREMEN/HAMBURG,  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS,  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.  
 \* BAYERN ... WEDNESDAY ... 20th March.  
 STUTTGART ... WEDNESDAY ... 24th April.  
 \* KONIG ALBERT ... WEDNESDAY ... 17th April.  
 PRINZESS IRENE ... WEDNESDAY ... 1st May.  
 PRINZ HEINRICH ... WEDNESDAY ... 15th May.  
 PREUSSEN ... WEDNESDAY ... 29th May.  
 HAMBURG (Hamburg-Amerika Linie) ... THURSDAY ... 13th June.  
 SACHSEN ... THURSDAY ... 27th June.  
 KLAUSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.  
 \* Calling at Amsterdam.

ON WEDNESDAY, the 20th day of March, 1901, at Noon, the Steamship "BAYERN"  
 of the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAILES, PAS-  
 SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and  
 GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th March, Cargo and Specie  
 will be received on Board until 5 P.M. on TUESDAY, the 19th March, and Parcels will be  
 received at the Agency's Office until Noon, on TUESDAY, the 19th March.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO.,  
 AGENTS.  
 Hongkong, 7th March, 1901.

NIPPON YUSEN KAISHA  
 (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
 BINGO MARU ... MARSEILLES, LONDON, and ... FRIDAY, 22nd Mar., at  
 F. Davies ... ANTWERP, VIA SINGAPORE, ... DAYLIGHT.  
 YAMATA MARU ... NAGASAKI, KOBE and YOKO- ... FRIDAY, 22nd Mar., at  
 A. E. Moses ... HAMA ... NOON.  
 YAMAGUCHI MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 26th Mar., at  
 T. Murai ... SYDNEY and MELBOURNE, via ... NOON.  
 ROSETTA MARU ... MANILA, THURSDAY ISLAND, ... FRIDAY, 29th Mar., at  
 N. Tate ... TOWNVILLE and BRISBANE ... 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
 United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
 Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
 Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 9th March, 1901.

CANADIAN PACIFIC RAILWAY CO.'S  
 ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
 AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.



# VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"AJAX"	On 19th March.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 20th March.
GLASGOW and LIVERPOOL.	"AN ENOR"	On 1st April.
GLASGOW.	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON.	"STENTOR"	On 2nd April.
LONDON.	"IDOMENEUS"	On 16th April.
LONDON.	"AGAMEMNON"	On 23rd April.
LONDON.	"AJAX"	On 30th April.
LIVERPOOL, DUNKERQUE, and (Taking Cargo at London Rates).	"TANTALUS"	On 15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 19th March, 1901.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.	"KWANGSE"	On 21st March.
SHANGHAI.	"HUNAN"	On 21st March.
TAIWANFOO.	"HONGKONG"	On 23rd March.
AMOI and MANILA.	"SUNGKIANG"	On 25th March.
CEBU and ILOILO.	"KAIFONG"	On 27th March.
MANILA.	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY IS., LAND COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th March, 1901.

FOR SHANGHAI.

THE Steamship

"LOONGMOON"  
will be despatched from the above port on SATURDAY, the 23rd inst., at 4 P.M.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
HONGKONG, 19th March, 1901.  
SHEPHERD & CO.,  
LIMITED.

FOR TAMSUI VIA SWATOW AND AMOI.  
THE Company's Steamship  
"MAIDZURU MARU,"  
Captain K. Kobayashi, will be despatched from the above ports on SUNDAY, the 24th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
HONGKONG, 18th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 P.M., the Company's Steamship "ANNAM," Captain Berg, will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the s.s. *Australis*, which vessel takes on her Passengers and Mails leaving that port on the 6th April direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

HONGKONG, 13th March, 1901.

FOR SHANGHAI AND CHINGKIANG.

THE Steamship

"ELITA NOSSACK,"  
Captain Bruch, will be despatched from the above port on MONDAY, the 25th inst., at 4 P.M.  
For Freight, apply to  
EAST ASIATIC TRADING CO. LD., Agents.  
HONGKONG, 18th March, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.  
THE Company's Steamship

"OCEANIAN,"  
Captain Schmitz, will be despatched from the above port on MONDAY, the 25th inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.

HONGKONG, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Asumi, will be despatched from the above port on WEDNESDAY, the 27th March, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.

HONGKONG, 13th March, 1901.

# VESSELS ON THE BERTH OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.  
GASTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.  
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 13th April, 1901, at Noon.  
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.  
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.  
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.  
HONGKONG, 20th March, 1901.

## C.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.  
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.  
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.  
Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

HONGKONG, 5th March, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
ANOLPA OMBIC, American ship, Amesbury—Standard Oil Co.  
COLONIES, British steamer, Doddwell & Co., Limited.  
HATTIE C. SMITH, American schooner, Riley—Master.  
MOZAMBIQUE, British ship, Robt. Clernane—Standard Oil Co.  
SEA WITCH, American ship, Howes—Master.

GEORGE ECKLEY, Acting Agent.  
HONGKONG, 19th March, 1901.

# VESSELS ON THE BERTH THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIC PORTS.  
THE Company's Steamship

"ANNAM,"  
Captain Berg, will be despatched as above about the 18th inst.  
This steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.  
HONGKONG, 9th March, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.  
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.  
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.  
S.S. "STRATHGYLE" On 30th March

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on 30th March.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
HONGKONG, China and Japan.  
HONGKONG, 21st February, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship "TARTAR," (4,425 Tons)

Captain G. D. Bowles, R.N.R., will leave Hongkong on or about WEDNESDAY, the 10th April, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.  
For Freight or Passage, apply to  
D. E. BROWN, General Agent, Hongkong.  
HONGKONG, 8th March, 1901.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "RADNORSHIRE,"  
Captain Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.  
HONGKONG, 14th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship "MILPOMENE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
Optional cargo will be discharged here unless notice to the contrary be given immediately.  
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon on the 23rd of March, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th of March will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.  
HONGKONG, 18th March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TANTALUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 22nd instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE, Agents.  
HONGKONG, 5th March, 1901.

# NOTICE TO CONSIGNEES. FROM PORTLAND, ORE., AND JAPAN PORTS.

THE Steamship

"MILOS,"  
Captain Niemann, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once, and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by T. M. STEVENS & CO., Agents.  
HONGKONG, 14th March, 1901.

STEAMSHIP "ERNEST SIMONS."

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Combede*, and Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded or unless information is received from the Consignees before NOON TO-DAY, the 13th inst., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after WEDNESDAY, the 20th instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 20th inst., or they will not be recognized.  
All damaged packages will be examined on WEDNESDAY, the 20th inst., at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
HONGKONG, 13th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *Australis*.  
From Persian Gulf, ex s.s. *Khushdell*, *Penab* and *Java*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.  
Goods not claimed by the 22nd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
H. A. RITCHIE, Superintendent.  
HONGKONG, 15th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *Australis*.  
From Persian Gulf, ex s.s. *Khushdell*, *Penab* and *Java*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.  
Goods not claimed by the 22nd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
H. A. RITCHIE, Superintendent.  
HONGKONG, 15th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *Australis*.  
From Persian Gulf, ex s.s. *Khushdell*, *Penab* and *Java*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.  
Goods not claimed by the 22nd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
H. A. RITCHIE, Superintendent.  
HONGKONG, 15th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *Australis*.  
From Persian Gulf, ex s.s. *Khushdell*, *Penab* and *Java*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.  
Goods not claimed by the 22nd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
H. A. RITCHIE, Superintendent.  
HONGKONG, 15th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, ex s.s. *Australis*.  
From Persian Gulf, ex s.s. *Khushdell*, *Penab* and *Java*.  
Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow.  
Goods not claimed by the 22nd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
H. A. RITCHIE, Superintendent.  
HONGKONG, 15th March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
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